

been done by October 1 but we did not get them done. Let's have an appropriations bill on the floor this afternoon. Let's work on that. We can be here until midnight. Hard work is not something that is a stranger to most people in this Chamber.

Do you know what? We have five appropriations bills that should have been done already, and we cannot get one to the floor of the Senate today because when the Senator from Nevada makes a unanimous consent request—if you will not go to airport security, then let's go to an appropriations bill—and the words "I object" are heard.

So who is objecting, and for what purpose? And how does it advance this country's public policy interests, in a range of critically important issues—notably airport security, which I think ought to rank near the top, given what happened on September 11? How does it advance this country's interest to shut this place down?—just stop it. It doesn't seem to me to be the mood that ought to exist.

Post-September 11, we have had a period unprecedented, at least in my judgment, here in the Congress. President Bush came to speak to a joint session. I thought he gave a strong and powerful speech. I thought he spoke for this country, saying this country is unified, this country has one voice. That is a voice of determination saying to the rest of the world that what happened in this country was a heinous act of mass murder. We will find those who did it, and we will punish them, and we will take all steps necessary to prevent that sort of thing from happening again in America.

One part of that, and I must say a very important part of that, is dealing with security in the area of commercial airlines and commercial aviation. This legislation dealing with sky marshals, airport screening, perimeter law enforcement, hardening of the cockpit, and so many other issues—the appointment of an Assistant Secretary of Transportation whose sole authority it is to deal with security—all of that is in this legislation. So, on Thursday afternoon we sit in a spooky quiet Chamber because somehow this cooperation is not there.

I am not here just to point my finger. I haven't named anybody or talked about sides here. All I say is those who say "I object" when we say at least let's move to the motion to proceed to the airport security bill, when they say "I object," I think they retard rather than advance this country's interests on something so important and so timely and so necessary at this moment.

The reason I wanted to speak beyond the piece of legislation I introduced here is to say how disappointed I am this afternoon. I think many of my colleagues feel the same way. I am not angry about it, I am just disappointed.

This is not what we should do. We know how to do good public policy. We do good public policy by getting together and getting the best of what everybody has to offer, not the worst of each. If you have an objection, if you have a burr under your saddle someplace about something, if you are cranky about something, got up on the wrong side of the bed, didn't have sugar in your cereal, good for you. That doesn't mean you have to hold up the whole place. If you have a problem with something, come offer an amendment. These microphones work at every single desk. Come offer an amendment, and if you have enough support, you are going to win, and God bless you, that is the way life is here in the Senate.

I understand people say we have a right to use the rules and the rules allow us to object to a motion to proceed. That is true, absolutely the case. But there are times, unusual times, in my judgment, in this country, when the American people do not want to see business at usual; when what the American people want to see is cooperation and people coming here to say, we know we have a problem, and when this country has a problem, we are one; we are going to work together and solve it.

That doesn't mean every voice has to be singing exactly the same note. Someone said when everyone in the room is thinking the same thing, nobody is thinking very much. I am not asking for a unison of thought, but I am asking that we decide to take some action in this Congress. This is the opposite of action, and it is not the best of what Congress has to offer the American people so soon after the tragedy that occurred on September 11.

I express my disappointment as only one Member of the Senate. But I hope very much others will join and we will begin next week—the Senate has no votes tomorrow, and Monday is Columbus Day. The Senate will not have votes on Monday. My hope is when we come back Tuesday, we will see a series of actions on the part of the Senate with a new determination to cooperate, to say, yes, let's do these things. We know they need to get done; let's do them. Bring up the airport security bill, offer some amendments, agree to some limitation on time on debate. If you don't want to do that, that is fine, but it seems to me it makes sense to get these things done. Bring the appropriations bills up. Let's get these done. Let's work in a spirit of cooperation.

I am not saying one side is bad and the other side is good. I am saying all of us are on the same side. There is only one side in America at this point, and that is the side of trying to get the right thing done at the right time for the American people.

I yield the floor, and I make a point of order a quorum is not present.

The PRESIDING OFFICER (Mr. DORGAN). The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. NELSON of Florida. Mr. President, I ask unanimous consent the quorum call be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered. The Senator from Florida.

#### BIPARTISAN RESPONSE TO THE CRISIS

Mr. NELSON of Florida. I was so inspired by the comments of the Senator from North Dakota that I felt compelled to rise to offer my additional comments to the thoughts the Senator from North Dakota has offered.

I have gone home each weekend and heard my people respond that they are so proud that they have seen a unanimity of purpose, a unity of leadership, unity of the executive and legislative branches of Government, and they are so proud that they have seen bipartisanship as America has responded to the crisis we now face.

In the midst of that unity and that bipartisanship, we have seen swift action on a number of pieces of legislation:

First of all, the emergency supplemental that would appropriate \$20 billion to respond to the terrorists and another \$10 billion to respond to the crisis in New York;

Then, as the Senator pointed out, the quick action on the financial package for the airlines so that we can get people back into the air and help shore up this major component of our economy.

But in the midst of all this unity, I think that partisanship and ideological rigidity is beginning to raise its ugly head again, for as the Senator from North Dakota has pointed out, there was an objection offered last week when we needed to pass a Department of Defense authorization bill that held it up some 5 days more. Finally, we got an agreement after a tortuous process of trying to explain to others that you couldn't load down the Department of Defense authorization bill with everybody's agenda, that you had to keep it pure and address the defense needs of this country, particularly at a time such as this.

We came to a point yesterday late in the day where the majority leader—and I believe the minority leader—wanted to agree to the unanimous consent request of the majority leader to proceed on this airline security bill, and yet there were objections—perhaps for some partisan reasons, perhaps for some ideological reasons, perhaps for some parochial reasons. But as so eloquently pointed out by the Senator from North Dakota, are we forgetting what is in the interest of the country, which is to get the American public flying again, and to help all of these

myriad of industries that are dependent upon a healthy airline industry with lots of passengers?

My State is clearly one that is so desperately affected by the lack of airline travel and its spillover into the hotels, restaurants, and the visitor attractions. You can go on with car rental companies, on and on.

The majority leader, our wonderful leader, Senator DASCHLE—I think with the concurrence of the minority leader certainly in wanting to be there—wants a bill that would put sky marshals on the planes, that would strengthen the cockpit doors, that would have enhanced and federalized screening of passengers, that would help train the crews for anti-hijacking procedures, that would require background checks on those who are not citizens who want to learn to fly in our flight schools, and all of those things that are unanimously embraced in this country and that we want to pass.

As so adequately pointed out by the Senator from North Dakota, it is 4:25 on Thursday and we can't proceed to the bill. We can't even proceed to the motion to proceed because it is going to be filibustered.

We will pass the motion to proceed next Tuesday. But then there are 30 hours of debate on the motion to proceed before we can ever get to the airline security bill unless people will come to their senses as to what is in the national interest, putting aside their partisan concerns, putting aside their parochial concerns, and coming together again in what has been a bright, shining moment for America in the unity and bipartisanship that has been displayed in the last 3 weeks.

I was sufficiently moved by the comments of the Senator from North Dakota that I wanted—I thank him for taking my place in the chair as the Presiding Officer—to offer these remarks.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. NELSON of Florida. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. CORZINE). Without objection, it is so ordered.

(The remarks of Mr. NELSON of Florida pertaining to the introduction of S. 1506 are printed in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

Mr. NELSON of Florida. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. CORZINE. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. NELSON of Florida). Without objection, it is so ordered.

#### RAIL SECURITY

Mr. CORZINE. Mr. President, I rise today to speak with strong support for an amendment that I know my colleague from Delaware, the senior Senator, JOE BIDEN, will be offering which deals with the issue of rail transportation up and down the east coast—actually across the country, an amendment that provides about \$3 billion to enhance the security of our rail transportation network.

This happens to be an amendment that I think fits extraordinarily well and is extraordinarily important in providing a comprehensive security package for our transportation network in this country.

The tragic events of recent weeks have focused attention on our need to improve the safety and soundness of our transportation network, in particular our airlines. I congratulate the leaders of the Senate, our majority leader, TOM DASCHLE, and the minority leader, TRENT LOTT, along with Senators HOLLINGS and MCCAIN, for their outstanding work to bring forward a package that I believe our Nation is asking for, is demanding: that we recognize we need to improve the safety of our aviation system in this country.

We need to be a little more forward looking. We need to think outside just the events that have occurred to what could occur and where the next tragedies might very well occur.

While we are tightening aviation security, we need to address problems that may very well exist in other parts of our transportation system.

Just yesterday we experienced a serious problem in our country's bus network. Fortunately, it was not of the same tragic proportions, but we saw, once again, a criminal taking over a bus and attacking the driver, leading to the death of five innocent passengers.

We have a vulnerable transportation system in this country. Unfortunately, our rail system may be the most vulnerable. That is why we need the Biden initiative, hopefully with a number of Senators from across the country supporting it. We need to address this issue before a problem occurs.

Talk about proportionality. In fiscal year 2000, Amtrak provided ridership for 22.5 million folks. Out of New York City, there were 8.5 million boardings. It is an enormous contributor to the transportation system in this country. It is an important one.

We learned that it is complementary to our transportation system as we saw the shutdown of Reagan National and we saw the aftermath of the events.

It is not just passenger traffic. Freight traffic feeds one of the most

important ports in our country, the New York-New Jersey port. Up and down the east coast, there is tremendous interconnectivity of our society through rail traffic. This is one of our most vulnerable spots, and I think it needs to be addressed on an emergency basis. I think a lot of my colleagues do, and that is why we are so impassioned about the need to address this now in this time when we are looking at various needs for security.

When you ride Amtrak, which a number of Senators did when they visited ground zero a couple of weeks ago, and as a number of us do regularly, you do not have to go through any security checkpoints before boarding, no metal detectors, no x-ray machines to check luggage, and there are very few security officers. Someone can just walk on a train and put a bag in the storage bins. One does not even have to be suicidal to accomplish destruction.

Indications are that security on trains is light. Under these circumstances, we have been very fortunate, in my view, to have avoided a major terrorist attack on our Nation's rail system. It is not just a Northeast corridor problem. It is a problem across the country where we have heavy rail traffic.

It is time to improve that security now. We need to think ahead to what could be a major disaster, a human tragedy for our country. That is why the Biden initiative, and the initiative of so many of us, is so important.

This amendment will provide the resources to substantially improve the security of the Nation's passenger rail system—not just in the Northeast but the Nation's rail transportation system. Funds could be used for a variety of purposes, including hiring more police officers, improving training and security personnel, purchase of security cameras, and the establishment of special emergency response teams that can respond instantly if we have a problem on our rails. It could provide helicopters to check the track coverage to make sure we are not being attacked before an event.

There are a number of things we need to do on a commonsense basis to make sure we are more secure in our rail traffic, to make sure our economy continues to roll and provide the freight connections with which Amtrak and rail across our country use to service our economy. We ought to do this now and not wait for a problem to occur.

It is also important—and this is absolutely more clear every day—Mr. President, I encourage you to come to New York, New Jersey, and try to commute across the various forms of transportation under the Hudson River or over it and see the 1½ to 2 hour lines that are taking place because of the breakdown, obviously, of the path tunnel that went into the World Trade Center. There were 50,000 riders one way each